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OXC-3177
Copy 5 of 5

13 March 1962

OXCART Weekly Review

8 February - 12 March 1962

1. **Meetings and Contacts:**

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a. [redacted] was at El Centro during this period continuing work on the parachutes and associated equipment - see attached report by [redacted] who visited El Centro during this period.

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b. [redacted] in Hartford on 13 and 14 February - see attached report.

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c. The Director, Dr. Scoville and Messrs. Eugene Kiefer [redacted] visited P & W at West Palm Beach on 26 February - see attached report.

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d. On 27 February [redacted] of Headquarters visited the U.S. Navy photo facilities at Johnsville, Pa. in search of a source for photographic manpower. (We have just been advised that [redacted] of SETD is available for reassignment and consideration. This may answer our manpower requirement.)

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e. Mr. Rod Scott of P & E visited Headquarters on 28 February and met with Mr. Bissell and Eugene Kiefer to discuss the P & E C-123 Camera tests and progress status of the camera.

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f. Dr. Scoville, Colonel Giller, Eugene Kiefer and John Parangosky were TDY LAC [redacted] on 1 and 2 March.

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g. Dr. Scoville, Colonel Giller and Mr. Parangosky visited NG & G on 2 March and met with [redacted]

h. Dr. Scoville and Eugene Kiefer visited the Eastman Kodak Company on 5 March.

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i. [redacted] of P & W and [redacted] visited Headquarters on 6 March to review the pump problems.

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[redacted]

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k. [redacted] of Eastman visited Headquarters on 12 March and discussions were held on the advisability of considering the use of the Navy modified P-2 Camera as an OXCART training and tracking camera.

l. On 12 March Mr. C.L. Johnson of Lockheed reported the following OXCART/KEDLOCK aircraft delivery schedule for Headquarters consideration:

A-12 OXCART		AF-12 (KEDLOCK)	
#1	February		
#2	June		
#3	September		
#4	(2 place trainer) October		
#5	December		
#6	February		
#7	March	#1	March
#8	April		
#9	May	#2	June
#10	June	#3	July

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m. On 12 March Mr. C.L. Johnson reported that a visit to [redacted] revealed amazing progress in the solution of plastic fin problems. As a result, Lockheed will propose to produce only 6-10 fins, including a static and A.R. test fin for back-up insurance purposes.

n. On 12 March the seventh SLR test flight was flown successfully by Westinghouse and the take sent to ITEK for processing.

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o. On 12 March [redacted] of TSD visited Wright-Patterson to discuss tank sealing with [redacted] A report will be submitted at a later date.

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p. Colonel Geary and Messrs. [redacted] and Cunningham were at the [redacted] 12 March to firm up support requirements with the Commander of [redacted] Also to be discussed was the knotty problem of a congressional request to open up a road [redacted] for transit traffic between [redacted]

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q. On 15 March there will be a meeting with the Bureau of the Budget at the request of the Acting Comptroller.

2. Engine Development and Status:

a. Engine test time accumulation for the period 12 February through 11 March 1962:

Total engine time	136 hours
Afterburner time	10 hours
D-10 engine time	116 hours
Hot inlet time	26 hours
Mach 2 inlet time	3 hours
Hot turbine time	17 hours

(1) Three test stands are in operation with engines:

FX-111 (turbine inlet profile)
FX-114 (calibration prior endurance)
FX-118 (controls calibration)

(2) Engines FX-112, 113, 115, XD-1, XD-2 are in assembly for rebuild with "return to test" targets varying from 3/30 to 4/15.

(3) Engine FX-116 delivered to Hartford for test stand shakedown. FX-117 heretofore dormant will be reactivated. XD-3 is reallocated from delivery to development program.

(4) Primary effort directed toward engine endurance time accumulation, hydraulic pump development, and controls calibration.

(5) During the last week, three different [redacted] hydraulic pump endurance tests were initiated and terminated at from 10 to 30 hours because of two instances of piston rod retention failure and one bore wear failure. A further substantiation of piston rod retention design deficiency. Corrective actions initiated. A fourth pump is now on test at 14 hours with 3% oil and 200° F. 25X1A

(6) One main fuel control has completed 106 hours hot endurance with valve and piston stickiness reported above 25 hours.

One afterburner fuel control has completed 118 hours hot endurance (216 hours total hot time this unit) with reported pump controller problems under investigation.

Integrated control system sea level engine operation without seizure now stands at 68 hours.

3. Subjects for Discussion:

a. Engine Items:

(1) Engine/Airframe delivery compatibility.

(2) Engine specification changes.

(3) Starter.

(4) Airframe accessory drive requirements.

b. Lockheed aircraft deliveries and speed up.

c. Security implications of the B-70 problem.

d. Status of the interceptor and bomber version of the A-12.

4. Problem Areas:

a. Tank sealing.

b. The lack of appreciable progress in the A.R. program.

25X1A c. [redacted] pump.

d. First stage parachute malfunctioning.

e. First flight delay due to tank sealing problem.

f. Aircraft deliveries.

5. Decisions:

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a. Cancellation of the second [redacted] System B camera.

b. Runway lengthening.

c. Finalizing of the electronics and communications equipment to be installed.

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d. Simulator - see [redacted] attached paper.

e. Specific assignment of number 4 as a trainer-type.

JOHN PARANGOSKY
C/DB/DPD

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[redacted]:DC/DB/DPD:hmj (13 March 1962)

Attachments:
25X1A 1 - Report - [redacted]
25X1A 2 - [redacted]
25X1A 3 - J-58 Report - [redacted] 25X1A
4 - Simulator Report - [redacted]

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ORIGINAL DOCUMENT MISSING PAGE(S):

Attachment missing